

**17 Protecting People From Heat Stress**  
Knowing what to look for can help you avoid heat-related illnesses.

**18 Critical Days of Summer: More Fun, Bigger Risks**  
A review of some common-sense tips to help you avoid becoming another statistic this summer.

**20 A Human Skipping Stone**  
*By Maj. B. D. "Gump" Harrelson, USMC*  
The author's second outing on a WaveRunner proves to be a memorable experience when he tries to duplicate some of the stunts he has seen his friends do.

**22 Unrep Hazard Prompts Change in Ship's ORM Planning**  
*By Lt. Chris Bingham and Lt. Andrew Bates*  
A fuel probe coming unseated during an unrep leads to incorporation of this hazard into a ship's ORM planning.

**24 ORM Paves Way to Find Root Cause of ARIs**  
*By Cdr. James F. Koeltzow*  
USS Kitty Hawk leadership tries to find and fix the root cause of Sailors' alcohol-related problems.

**26 USS Doyle: Conquering the Blue Threats**  
*By LCdr. Jennifer Gelker and Ken Testorff*  
Everything Sailors do aboard this Navy frigate incorporates the family, team and warship philosophy.

**27 The Secrets to Doyle's Success**  
A look at the best practices in place aboard USS Doyle.

## DEPARTMENTS

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**FRONT COVER:** Sailors, family members, and friends play football during a ship's steel-beach picnic.  
*Photo by MCSN James R. Evans.*

## Admiral's CORNER

FROM COMMANDER, NAVAL SAFETY CENTER



### My Parting Shot

**T**he accompanying "armed forces traffic fatality rates" chart has nothing to do with the fact I'm calling it a career and retiring in August 2007. It does, however, have plenty to do with why I'm using this last "Admiral's Corner" to make yet another pitch for our young Sailors and Marines to exercise caution on the nation's roadways.

It wasn't long ago, specifically early in 2006, I found myself looking at a spiraling number of deaths in our midst as the result of PMV mishaps. It was difficult then, and it's difficult now for me to understand why our young Sailors and Marines keep making the wrong choices: speeding, not wearing seat belts, and driving distracted or under the influence. Why drink and drive when such no-brainer alternatives exist (e.g., using a designated driver or taking a taxi)?

My advice to anyone who sees someone about to drive—or ride—after having too much to drink is this: Do everything you can to stop them. If you can't stop them, consider calling the police. You'll be doing them and everyone else on the roads a favor. And, if that call costs a friendship, you'll

still have the satisfaction of knowing you did the right thing.

Don't forget the far-reaching effects of drunk-driving mishaps. Besides the victims, there are the families and friends, and how about the firemen, paramedics, law-enforcement personnel, tow-truck drivers, and emergency-room staffs? They're affected, too.

With that, please let me take this opportunity to wish each of you well as you continue the battle to drive down mishap rates. I consider it a privilege to have been the commander of your Safety Center these past two years.

RADM George Mayer

